लिये सरकार या स्वास्थ्य मंत्री क्या कर रहे हैं ? क्या इसका सारा भार महिलाओं पर छोड़कर हम आबादी नियंत्रण का काम कर पायेंगे क्योंकि उनको दूसरी सुविधायें या बुनियादी सुविधायें तो आप दे नहीं रहे हैं, लेकिन आप गर्भ-नियंत्रण का सारा भार महिलाओं पर छोड़ रहे हैं । मैं जानना चाहूंगी कि आपकी स्वास्थ्य नीति का क्या मूल्यांकन है और क्या आप अपनी अपनी स्वास्थ्य नीति का पुनर्मूल्यांकन करेंगे ताकि सारा-का-सारा भार महिलाओं पर न पड़े ?

MR. CHAIRMAN: Please conclude your question. This is the same kind of question.

SHRIMATI SARALA MAHESHWARI: Is he ready to review his health policy or not? He should give a reply to this question.

SHRIMATI JAYANTHI NATARAJAN: Please allow half-an-hour discussion.

MR. CHAIRMAN: Please give notice.

SHRI B. SHANKARANAND: I appreciate the anger and agitation of the hon. lady Members of this House, and on behalf of the male Members also I share the concern expressed by them. Here I would like to assure the House that under the Drug Control rules we are not allowing anything in the market which will go against the health of the people—particularly against the health of women.

*242. [The Questioner (Shri Ramdas agarwal) was absent. For answer vide col. ... infra]

Details of various ports in Maharashtra

*243. SHRI GOVINDRAO ADIK:†
DR. SHRIKANT RAMCHANDRA JICHKAR:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the total traffic at various ports in Maharashtra;

(b) what is the total revenue earned annually by the Central Government from these ports; and

(c) what are the schemes proposed to be undertaken by Government to improve these ports?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHR JAGDISH TYTLER): (a) to (c) A statement is laid on the Table of the Rajya Sabha.

Statement

(a) and (b) In Maharashtra, there are two maor ports, namely, Bombay Port and J. L. Nehru Port and 52 minor ports. Minor Ports fall within the jurisdiction of the State Government and no revenue is earned by the Central Government from these Ports. Details of traffic handled during 1992-93 and 1993-94 (upto February, 1994) and revenue earned during 1992-93 by the two Major Ports are as under:—

	Traffic handled (In million tonnes)		Revenue earned (Rs. in crores)
	1992-93	1993-94£	1992-93
Bomday Port	29.8	28 33	145 35
J.L. Nehru Port	3.01	3.16	23.37

Figures for the April, 1993 to February, 1994.

(c) The following major schemes have been included in the Eighth Five Year Plan for development of these two major ports:

Bombay Port ..

1. Replacement of Pir Pau oil Pier.

2. Replacement of Sub—Marine Pipeline including loading arms.

3. Replacement of Grab Dredger Vikas and

4. Installation of V.T.M.S. (Vessel (Traffic Management System).

†The question was actually asked on the floor of the House by Shri Govind Rao Adik.

1. Augmentation of container handling facilities.

2. Installation of V.T.M.S. (Vessel Traffic Management System).

3. Approach to Service Berth and

4. Modification and improvement to the Container and Bulk terminals.

SHRI GOVINDRAO ADIK: Sir, the reply which is given by the hon. Minister is regarding the transport handled by the two major ports in Maharashtra, but I would like to know from the hon. Minister the installed capacity of these ports which handle the traffic because, unless and until we know the capacity of these ports, we cannot arrive at a conclusion whether these ports are functioning efficiently or not. So I would like to ask the hon. Minister to please furnish the information regarding the installed capacity of these ports. Secondly, regarding the revenue earned, I would like to know whether they are running in profit, whether any surplus is generated out of these or whether the Government of India is carrying the burden of these ports. Secondly, Sir, regarding the new developmental schemes that have been proposed during the Eighth Five-Year Plan, I would like to know from the hon. Minister as to the estimates and outlays that have been proposed for these schemes during the Eighth Five-Year Plan and the progress thereof.

SHRI JAGDISH TYTLER: Sir, there are two major ports in Maharashtra, the Bombay Port and the Jawaharlal Nehru Port. The capacity of these ports is 26.80 million tonnes for the Bombay Port and 5.90 million tonnes for the Jawaharlal Nehru Port. In the current year, up to February 1994, the traffic which was handled by the Bombay Port is 28.33 million tonnes and by the Jawaharlal Nehru Port it was 3.16 million tonnes, which is 6.15 per cent and 19.62 per cent higher, respectively, than the figures for the corresponding period of the last financial year. Just to add to this, we hope to increase the capacity of the Bombay Port to 29.80 million tonnes and of the Jawaharlal Nehru Port to 7.85 million tonnes by 1996-97. The total revenue which we have earned in 1992-93 is Rs 145 35 crores for the Bombay Port and Rs 23.37 crores for the Jawaharlal Nehru Port. It is true that both the ports have started making profits. As far as the second part of the qcestion is concerned there are major schemes included in the Eighth Five-Year Plan. For the Bombay Port we have replacemcnt of Pir Pau Oil Pier, replacement of Sub-Marine Pipeline including loading arms, replacemnt of Grab Dredger Vikas, and installation of Vesse Traffic Management System. For the Jawaharlal Nehru Port, we have augmentation of container handling facilities, installation of Vessel Traffic Management System, approach to Service Berth, and modifification and improvement to the Container and Bulk terminals. And the money estimated is Rs. 96 crores, Rs. 152 crores, Rs 3 crores, Rs 35 crores, Rs 32 crores, Rs. 8 crores, Rs. 13 crores and Rs. 14 crores.

SHRI GOVINDRAO ADIK: Sir, I would like to know from the hon. Minister regarding the handling of oil and liquid material that are being imported from foreign countries and at the same time whatever is exported from India to foreign countries. According to our information, the oil jetties that have been made available to the traders in our country, particularly in the State of Maharashtra, are not adequate to cater to their needs. So, I would like to know, what are the future plans of the Government of India to provide oil Jetties, particularly to handle the heavy traffic that is likely to come up because of the new economic policy of the Government of India?

SHRI JAGDISH TYTLER: We have already started the process of privatisation of the ports because a lot of

investment is required and it is not possible for the Government to invest so much money. I am happy to say that the response from the public, private and the foreign investors has been very encouraging. We are doing study in the Nava Sheva area on the oil storage capacity as well as laying of the pipelines and also the LPG which is going to come after it is privatised. I am happy to say that quite a lot of investment enquiries have come in and I am hopeful of doing it in future.

DR. SHRIKANT RAMCHANDRA JICHKAR: Sir, on 2nd December, 1992, the same hon. Minister had said in reply to a question asked by hon. Shri V. Rajeshwar Rao that the traffic handled by the Bombay Port in 1991-92 was 27 million tonnes and the revenue was Rs. 317 crores. Today the hon. Minister says that for 1992-93, that is the next year, the traffic handled was 29 million tonnes and the revenue was Rs. 145 crores—exactly half. The traffic handled was 2 million tonnes more but the revenue has decreased to less than half. I want to know from the hon. Minister, what is the reason for decrease in the revenue when there has been an increase in traffic?

SHRI JAGDISH TYTLER: I think I will have to check up because this is the information which I have given to Mr. Adik.

DR. SHRIKANT RAMCHANDRA JICHKAR: It is a Raya Sabha Unstarred Question No. 1545. I have got a photocopy of this. The same hon Minister has replied. It is a matter of fact.

SHRI RAJNI RANJAN SAHU: The Unstarred Questions are not answered by the Minister. The reply comes from the office.

SOME HON. MEMBERS: Who says?

SHRI JAGDISH TYTLER: I will check up from my office and inform the Member.

SHRI MENTAY PADMANABHAM: It is not a question between the Minister and the Member. It is a question of the House. The Minister should place it on the Table of the House. This is a very serious matter.

SHRI JAGDISH TYTLER: Yes, I will place it on the Table of the House.

SHRI MENTAY PADMANABHAM: He is misleading the House by giving wrong replies.

MR. CHAIRMAN: He is not misleading. He says that he has not got the information. I think, he should have had it. (*Interruptions*).

DR. SHRIKANT RAMCHANDRA JICHKAR: Sir, since my only supplementary has not been replied. Can I ask another supplementary?

MR. CHAIRMAN: No. Yes, Mr. Fernandes.

SHRI JOHN F. FERNANDES: We have 11 major ports in the country and the ports on the west coast are making profit. At the cost of development of other ports, the funds of these ports are diverted. May I know the names of the ports which are making profits and which are incurring losses in the country?

SHRI JAGDISH TYTLER: All the ports are making profits. I am happy to say that. We do give inter-corporate loans to the other ports, but not to the ports which are under the State Governments.

SHRI JAGESH DESAI: Mr. Chairman, Sir, I am happy that at Bombay port the traffic carried is much more than its capacity. I compliment the Ministry and other Ministries should also take a lesson from that.

SHRI MENTAY PADMANABHAM: For the first time, I am hearing that

he is complimenting the Minister.

SHRI JAGESH DESAI: I would like to know whether this increased capacity in Bombay Port Trust will be carried earlier than its anticipation, so that more traffic can be allowed and more revenue can be generated. May I know from the Minister whether the Government will advance expansion of this port programme much earlier than 1996-97?

SHRI JAGDISH TYTLER: Mr. Chairman, Sir, we are proposing to increase the capacity of the Bombay Port Trust by 9.18 million tonnes and the Jawaharlal Nehru Port Trust by 7.85 million tonnes. The suggestion of the hon. Member is very good. I will make an attempt to hurry it up as quickly as possible.

MR. CHAIRMAN: Q.No. 244.

Project pending for Environmental Clearance

*244. SHRIMATI RENUKA CHOWDHURY:

SHRI CHIMANBHAI MEHTA: †

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) what are the details about industrial and major irrigation projects held up due to non-clearance from the Ministry;

(b) what are the details of projects of Gujarat State that are held up due to non-clearance; and

(c) by when these projects are likely to be cleared?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b) List of industrial and major irrigation projects including schemes of Gujarat awaiting environmental and forestry clearance is laid on the table of the House. (*See* below).

(c) The decision on the projects can be taken only after receipt of complete data and action plans are requested from the project authorities. Projects submitted with complete details are decided within three months for environmental clearance and within one month in case of diversion of forest land.

† The question was virtually asked on the floor of the House by Shri Chimanbhai Mehta.

Statement

Industrial and major irrigation products awaiting environmental and foresty clearance

I. INDUSTRIAL PROJECTS ENVIRONMENTAL CLEARANCE BIHAR.

1. Coal briqueting Unit of Bocare Steel Plant SAIL

GOA

2. POL Installation at Vasco, Goa, BPCL

GUJARAT

3. LPG Recovery Plant at Vaghodia of GAIL

4. Proposal for setting up an Argon Gas recovery Unit at KRIBHCO's fertilizer Complex at Hazira.

5. Crude Oil Terminal at Vadinar by BPCL

6. Gas processing complex at Gandhar by GAIL

7. 9 million Tonne Oil Refinery at Vadinar, ESSAR (Site approval only)

9. 9 Million Tonne Oil Refinery at Vadinar, Reliance Petrochemicals

9. Expansion of Hazira Shore Terminal—ONGC